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"To Rents."

VOL. 49—NO. 207

Bridgeport Evening Farmer.

BRIDGEPORT, CONN., TUESDAY, SEPTEMBER 2, 1913

THE WEATHER

Cloudy tonight; probably
rain tomorrow

PRICE TWO CENTS

17 Bodies Taken From New Haven Road Wreck; Many Reported Missing; White Mountain Express Crashes Into Bar Harbor Second Section, Killing and Maiming Occupants of Wooden Sleeping Coaches

Frederick A. W. Armstrong Manager Of The Yost Factory This City Victim Of Wreck, Seriously Hurt, Calls For His Daughter Maugerite, Who May Not Have Been On Wrecked Train

Dense Fog Prevailed At Time Of Wreck—Not A Steel Car On Either Of The Two Trains—First Train Runs Over Danger Signal Leaving Block Apparently Clear For Fast Express Directly In Rear

Bodies Carried Away In Trolley Cars—Injured Taken To Hospitals In New Haven And Meriden—Complete List Of Dead And Injured Not Known At Press Hour

Flagmen Sent Out From Bar Harbor, Seeing Wreck Inevitable, Shout Warning Down Track to Pullman Porters and Conductors, Who Escape — Henry F. Parrott of This City, Passenger, Describes His Experience—Bed Clothing Blown Out of Wrecked Sleepers Strung on Telegraph Wires — Contractor McLennan Not Heard From.

(By Our Staff Correspondent.)

North Haven, Sept. 2.—Dead estimated at from 16 to 23, and upwards of two score injured—this is the awful toll of the wreck of the second section of the Bar Harbor express and the White Mountain express at Talcott's crossing this morning.

The White Mountain express, an hour late, running about 40 to 50 miles an hour, crashed into the rear of the second section of the Bar Harbor express.

The collision was about one and one half miles north of North Haven and 8 miles from New Haven, on track No. 1, the west or south bound passenger track.

Train No. 95, the Bar Harbor Express, was traveling about 40 to 50 miles per hour when it loomed up ahead of the White Mountain Express which was following closely.

The White Mountain Express came thundering along at about 50 miles an hour. Two flagmen, sent out from the Bar Harbor Express, had apparently little opportunity to do so far back because Pullman conductors and porters in the last cars of the Bar Harbor Express said they could plainly hear the flagmen shout "For God's sake, jump."

The conductors and porters jumped, to a man, and all were saved. Practically all their charges in the last two cars were killed outright while in the third car two are known to have been killed, and there may be more bodies in the wreckage.

A low lying fog enveloped the country where the wreck occurred, and through the mist it was not possible to get a very clear view of the tracks.

Engine 1337 drew the White Mountain Express. This is the same type of engine—Pacific—as the monster locomotive that wrought the Stamford disaster. The Stamford wreck engine was 1338.

The Bar Harbor Express contained 21 Pullman sleepers. All the sleeping coaches had gone on the first section. The White Mountain Express carried nine Pullman sleepers. There was not a single steel car in either train. All the rolling stock is owned by the Pullman company.

Almost every passenger was in bed. A few were arising to leave the trains at New Haven.

Like in the wreck of the Springfield Express in Stamford where the Sky-Jack was torn apart by the giant locomotive, 1338, the White Mountain

sped to New Haven. Two other trolley cars were pressed into service to transport the dead bodies to New Haven.

When it was found that the forward part of the Bar Harbor Express could proceed, it went onto New Haven, taking a number of injured who were transferred from New Haven depot to the hospitals.

Another engine coupled to the White Mountain Express dragged the train out of the wreckage, and Engine 1337 carried a large part of the rear vestibule of the Chisholm out of the pile of debris. Most of the Chisholm lay on its side, diagonally across the tracks. The rear of the car was completely demolished as were the two other cars, but the front was not so badly wrecked.

Fortunately there was no fire. The survivors say there was no occasion for the use of fire extinguishers, and very little use for the axes. These were used, however, in the cars of the Chisholm, which lay on its side and from which the occupants were rescued by smashing the windows and lifting them through.

In the Chisholm were a large party of boys, principally school boys from Washington, D. C. They were returning from a school camp in the Maine woods. Two of the boys were killed, Adelbert Greene, of New York City and William A. Smith, of Norfolk, Va.

Donald Dunn, an old Yale football player, who was with the boy campers, and A. H. Kunz, of Philadelphia, also in the party, identified the dead boys. It is feared this afternoon that the overturning of the remaining wreckage of the Chisholm would disclose more boy victims.

An idea of the ease with which the White Mountain ploughed into the Bar Harbor may be gained from the statement of a reporter named Frolich, for the New York Sun, who was on the second train. He said that he did not know there had been a collision until he peered out of the car to ascertain the cause of the stop. Then he saw the wreck ahead lined with bedding from the wrecked sleepers, and distinguished through the fog the debris of the demolished cars. He says there were very little blood. Death came so quickly to the occupants of the coaches there was no chance for them to shout. The injured behaved admirably.

The engineer of the second train is said to have been heard to remark, just after the wreck, that the trains were running close.

The New Haven hospital, the chapel, was turned into a receiving room for patients. Cots were placed there and Rev. Father Coyle, of St. John's Church, assisted in the work of giving consolation. A man and his wife were brought in. Both were very badly hurt, the wife being terribly so. They were placed on cots side by side. The man smoked cigars and asked to be watched the surgeons at work.

A woman brought in on a trolley car died on the operating table. Her given names were Mary Jane but her true name was not known. She had evidently been dressing when the crash came, and for this reason it is thought she may have intended to leave the train at New Haven. In a chamber bag was a string of pearls with three diamonds in the clasp. She also had an opal bag pin and diamond and opal brooch.

Frederick A. W. Armstrong, manager of the Remington-Yost Typewriter works in this city, is in St. Raphael's hospital, New Haven, suffering from a possible fracture of the skull, very severe scalp wounds and a dislocation of the right knee.

Mr. Armstrong and his daughter, Miss Marguerite, who is secretary of a select school in Washington, D. C., are camping at Westport, Conn. Whether his daughter is in the wreckage or is somewhere among the injured cannot be told at press hour.

Mr. Armstrong was seen at the hospital by a reporter for The Farmer. "Where is my daughter?" he cried feebly.

The reporter assured him that everything that was possible would be done to find her.

"Was your daughter traveling with you?" asked the reporter.

Mr. Armstrong, terribly stunned by the accident, could not reply for a moment, then confessed that he couldn't tell whether she was with him or had remained in Maine.

Mr. Armstrong's passing request was that every effort be made to find his daughter.

Mr. Armstrong boards at 868 Park avenue. He has been connected with the typewriter plant for about 10 years, and is among the best known of local manufacturers.

He left Bridgeport two weeks ago last Saturday night for the Maine woods and it is believed that his daughter joined him on the trip. Friends in this city understood that he was to precede his daughter, by some days, on the return trip.

William McLennan, superintendent of construction of the Bryant Electric Co., who was to have returned home today on either the first or second section of the Bar Harbor Express had not been heard of at press hour and the officials of the company decided to institute a search for him. Accord-

ingly, at the suggestion of Mr. Bryant, John Taylor left for the scene of the wreck, first visiting the hospitals in New Haven and Meriden where the injured were taken.

Fred Eaves, one of the salesmen for the same concern, was also unheard from as the Farmer went to press and he, too, it was thought, would take the Bar Harbor Express.

THE DEAD.

R. A. Hotchkiss, young son of Broker Hotchkiss of New Haven. Frank B. Rutter, Scranton, Pa. Albert Greene, New York City. William A. Smith, Norfolk, Va.

The above four bodies were the only ones identified at the wreck. Philo Hotchkiss, New Haven, both legs amputated at hospital, died later. Harold Avery, 694 Broadway, New York City, died while being taken to New Haven hospital.

Robert Yahn, 449 Lyceum street, Philadelphia, died at New Haven Hospital.

H. F. Martin, Reyn Mawr, Pa. Woman with handbag worked "M. H. M." or "M. H. H.", died on way to hospital.

Harry K. Inar died on way to Meriden hospital.

Unidentified woman about 25 years old, light blue eyes, bracelet on right arm inscribed "Marie N. V. L. Uncles Paul and Helen, Norfolk, Va."

Unidentified man, 5 feet 5 inches tall, 150 pounds, gray hair, brown eyes, smooth face, good teeth.

Unidentified woman, single, aged 30, 125 pounds, brown hair, good teeth, chased gold bracelet on left wrist, tan shoes.

Unidentified man, aged about 60, 145 pounds, gray beard.

Unidentified woman, married, 125 pounds, brown hair, wearing gray, diamond cluster ring on left hand, small green stone ring on right hand inscribed "E. B. Eand D. B. L. 1908."

Unidentified young woman, aged about 20, brown, curly hair.

Unidentified woman, with ring engraved, "For Life or Death, April 30, 1874."

The New Haven railroad, this afternoon gave out a list of dead which included that of Miss Agnes White, of 149 Tremont street, Boston.

THE INJURED.

The New Haven hospital reports 14 injured there. Attendants are trying to ascertain names. At Grace Hospital, while not certain, it is thought that one patient is Robert Myhan, of Philadelphia, who is internally hurt.

Another gives the name of A. Colum, who says he is a Frenchman and lives at Nemour, France.

Among others reported injured are the following: Mr. and Mrs. Pemberton W. Price, 511 Bourse Building, Philadelphia. Catherine McLaughlin, 659 Vandeventer avenue, Baltimore, Md.

Jeanne Annette, 352 Avenue A, Bayonne, N. J.

W. O. Rowland, Frankfort, Pa. Harry Avonier, 649 Broadway, New York.

Richard F. Decker, Summit, N. J. A. M. Biddle, Torresdale, Pa. Richard Frank, Park avenue, New York.

Reise Zimmerman, 670 East 70th street, New York.

Miss Margaret Murphy, 914 North Broad street, Philadelphia, scalp wounds, sent to her home.

Miss Jean Stoddard, No. 54 East 59th street, New York, left arm cut, scalp wounds and back injured; taken to her home.

Ralph Downs, Broad street, New Haven, right arm and leg bruised; taken home.

A. M. Maris, No. 40 Clinton street, Philadelphia, bruised body; taken home.

J. Browning Clement, Jr., Chestnut street, Philadelphia, cut and bruised about the body; taken home.

A. Hearn, No. 1042 Dean street, Brooklyn, slight injuries; taken home.

John W. Dixon, Yaleville, N. Y., head cut and back bruised; Presbyterian Hospital.

Frank Condon, secretary Y. M. C. A., Trenton, N. J., leg and head cut; New Haven hospital.

The following injured are at St. Raphael's Hospital: Ralph Barnes, New Haven, arm hurt.

Frank Shanley, New Haven, shoulder, not serious.

Frederick W. Armstrong, 868 Park avenue, Bridgeport, manager Union Typewriter Co., dislocated right knee, scalp wound.

George Keorga, 236 West 34th street, New York, spine hurt, condition serious.

These additional names of persons injured were given out at the office of the New Haven railroad: J. Griffin, Orange, N. J., right side of head cut.

George E. Raverlich, New York, right side of head cut.

Mrs. H. Browner, New York, right side strained.

George E. Moore, baggage man, right arm hurt.

Charles Winham, flagman on the Bar Harbor Express, back of head cut.

Catherine Sweeney, a member of one of the camping parties.

Greenwich, Conn., Sept. 2.—Henry Kirchoffer, a businessman of this town, died, today, from injuries received in a fall from a one story building, last Friday. At the time it was not thought he was badly hurt. He died, however, from a fractured spine.

A widow, one son and daughter, survive.

Bridgeporter In Wreck Tells Story

Henry F. Parrott, receiving teller at the First Bridgeport National bank was a passenger in the sixth coach from the end on the Bar Harbor express. He relates a most vivid portrayal of the scenes following the harrowing wreck. Mr. Parrott was returning from Poland takes getting on the express at Danville station.

"We had been having trouble with the brakes ever since our start," says Mr. Parrott. "There would be an occasional stop when one of the brakemen would leave the car and test the air after which the car would proceed again. I believe we were from one to one and one half hours late. I was up at 11 o'clock dressing myself in preparation for getting off at this city. It was daylight, but there was a heavy mist or fog outside.

"The last time the express stopped I heard our engine giving the signal 38 by whistle to the rear flagman to come back to the train. The signal was given twice. Then I heard two track torpedoes go off. The next I heard was the whirling of an approaching engine following by the great shock as the giant engine plowed through our sleeping coaches. It was a grinding, smashing, ripping, tearing sound, as the ponderous machine cut its way along. The shock in our coach was not great, due I presume to the fact that the brakes were set not allowing the coaches to be driven ahead.

(Continued on Page 2)

JILTED BY LOVER GIRL SUES FOR \$10,000 DAMAGES

Claiming she has been betrayed by the man who promised to marry her, Sophie Greenberg, of this city, has brought breach of promise proceedings against Morris Schlechter of this city. She wants \$10,000 damages.

She alleges that on January 5, 1912, she was asked by Morris to become his bride. She consented and has since been ready to march down the aisle to the wedding march. Morris has refused to wed her, however, thereby causing her great humiliation and suffering. The action is returnable to the September term of the superior court.

JUDGE WALSH IS ON COMMON PLEAS BENCH FOR 1ST TIME

Judge John J. Walsh, of Norwalk, who was appointed by Governor Baldwin to succeed Judge James F. Walsh of Greenwich, in the Criminal Common Pleas Court, made his first appearance on the bench today. He presided over the opening of the September term and disposed of eight cases this morning.

William Brooks of this city who was arrested for driving an automobile recklessly in Seaside park was fined \$30. A jury has been summoned for tomorrow.

Five Suits Brought Against Conn. Co.

Five suits against the Connecticut Co. were filed this morning in the Common Pleas Court. Christian Rist, a local liquor dealer, wants \$2,000 damages for injuries received when he was thrown from a car at State street and Fairfield avenue. The car started suddenly when he was alighting. He says he suffered from concussion of the brain and an injury to the base of the spine.

Mrs. Eli Fontaine of this city seeks \$2,000 as the result of stepping into an excavation as she alighted from a car on Fairfield avenue, July 6 last. She claims there was a hole beside the track. Several bones in her ankle were fractured and she received other injuries.

Three actions have been George E. Stanley and Kate Talmadge of Norwalk. Their automobile was struck by a trolley car August 14, 1912 and the three passengers injured. George wants \$1,000, Kate \$1,500 and Stanley \$500.

MYSTERY IN LOSS OF JEWEL CASKET FROM MINOR HOME.

Mystery surrounds the disappearance of a jewel box containing valuables worth from \$600 to \$800, from the home of Alvin W. Minor, a clerk in the West End plant of the Crane Valve Co., living at 723 Wood avenue. Mrs. Minor sought the jewelry today, in a trunk, where she supposed it was placed. The trunk was intact save for the missing jewel box. The police have been asked to look up the jewelry. They are inclined to think the box has been mislaid.

ALMOST PARALLELED TRAIN WRECK IN ENGLAND TODAY WITH FIRE HORROR ADDED

15 Killed And 30 Injured In Collision Of Sections Of London-Scotland Express

Kirkby-Stephen, County of Westmoreland, Eng., Sept. 2.—Fifteen persons are believed to have been killed and 30 injured in a collision, early today, of two sections of the famous London-Scotland Express. Official reports accounted for nine known dead while correspondents at the spot reported that the fatalities numbered 15. The wreck occurred on the Midland Railway near Hawes Junction, the two sections being northbound. The second section dashed into the rear of the first, telescoping several coaches which burst into flames. Many persons were trapped and if not killed outright they were burned to death.

MEEKER BOYS LEAVE HOME TO SEE WORLD

Youths Take Their Savings and Decamp In Absence of Parents

Had Pleasant Home and Expected to Return In Year With Fortune

(Special to the Farmer.) Newtown, Sept. 2.—Saturday afternoon Clarence, aged 15 years and Donald, aged 16 years, sons of Mr. and Mrs. Charles G. Meeker of Cemetery avenue, Sandy Hook, packed all their personal belongings, took their savings bank contents, some \$3 or \$4, during the temporary absence of their parents, and decamped from home. Bidding goodbye to their sister Dorothy, they started forth, saying they would be back in about a year, and bring home a fortune. Thinking her brothers were up to some lark, and were going into the woods for a picnic and would be back by nightfall, the sister, who is about 13 years of age, laughingly bade them goodbye. After their departure she discovered the broken bank and then gave the alarm. The telephone soon brought the information that the youths had arrived at the station, bought one full and one half fare ticket for Bridgeport and took the 3:58 p. m. train. This news prostrated the mother, and she has been hysterical ever since. The father and Dr. Kiernan autoted to Bridgeport that evening, notified police headquarters and search instituted at once. The youths were not to be found. The searching party then took a night train for New York and got the authorities there to send out a general alarm, but nothing in the way of the boys had been reported up to Sunday night. So the father came home and tried Bridgeport over again but without avail. Monday, in morning mail, the mother received a letter from Clarence, mailed on Barnum avenue, Bridgeport, at 11:30 p. m., Sunday night. In this he expressed his love for his mother and begged her not to worry, as the boys were well and Tuesday expected to start out on their expedition into the world to get a fortune and then come home and make everybody happy. Today Bridgeport was freed from the anxiety of the youthful Argonauts, and restore them to the afflicted mother. The home life of the children was pleasant enough, but the boys were given greatly to the reading of the Rover Boys' literature, to the extent of the consequent failure in school work and the clearing of their classmates, coupled with their unduly aroused imaginations, wrought by this class of literature, are believed to be the chief factors in this domestic episode. The villagers, however, all believe the boys will return as soon as their money gives out.

Plumber Peicker Despondent, Suicides

Because he felt that life would hold nothing for him during the few months he had been given to live by the family physician, Ernest Peicker, a plumber at 278 Hallett street, 46 years old, 1558 Seaview avenue, walked into his bath-room on Saturday last and placing a .38 calibre revolver to his head pulled the trigger with instant and fatal effect. He was found dead upon arrival of the police patrol with Emergency Surgeon Finnegan.

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PORTELL CLAIMS TIRE "BLOW OUT" CAUSED SMASH UP

Driver For J. W. Noyes Strikes Team At Yellow Mill Bridge, Pitching Two Men Into Roadway

Joseph Portell, chauffeur for Julius W. Noyes of New York and Trumbull charged with reckless driving had his case continued until next Saturday in the city court this morning. Portell's car struck the brick wagon of Frank Hungerford, a driver for S. D. Demme, of 39 Elyria lane, at the Yellow Mill bridge last evening. Hungerford and a companion, Harry Clark were pitched from the cart, Clark almost into the creek. Both men were severely cut up and were taken to the hospital in Portell's car.

Before the court this morning, Portell stated that he had a "blow out" which slowed the car about striking the cart. Both vehicles were going in the same direction. The police claim that Portell is one of the most reckless drivers in the city and that they have been on the lookout for him some time.

J. Harvey Russell, who has a garage in Fairfield avenue was arrested at State street and Howard avenue yesterday for violation of the traffic laws in the city court he was fined \$5 and costs. Russell has been in trouble before. He had been accused in aiding in the escape of a youth who stole clothes from the Blumberg home in Myrtle avenue.

Jerry Driscoll, John J. Mack and James McBride for trespassing on railroad property were each given ten days in jail.

Louis Demitz and Abraham Matamora are held for the embezzlement of \$100 from Philip Horowitz. They collected for the latter and it is alleged that they neglected to turn in their collections. They are out under bail of \$500.

William Malady and Timothy Treffy were arrested yesterday, being accused of the theft of a watch from the trousers of a Mr. Bigelow at the public bath house last week. Malady has been arrested for burglary and is now out on probation. Their cases were continued till September 28.

Frank Selgit, arrested yesterday while intoxicated, had on his person a slug shot. Today he was fined \$20 and costs for the offense. Also for carrying concealed weapons. Gustave Papp was fined \$25 and costs. Papp carried a five inch knife.

Injunction To Prevent License Transfer

Henry O'Rourke, proprietor of the Tremont hotel at 113 Middletown street, has obtained an injunction against the county commissioners and Christopher Lacroix, restraining them from transferring the hotel liquor license to 115 State street. Lacroix attached the license to satisfy a debt of \$1,500 due on a note. O'Rourke says he has an agreement with Lacroix whereby the latter promised not to transfer the license. The writ is returnable to the superior court, September term.

DARING AIRMAN TURNS TURTLE IN AIR AGAIN

Versailles, France, Sept. 2.—The thrilling maneuver of turning a somersault in the air with an aeroplane at rapid speed was repeated today, by the French aviator Pegoud, over the aerodrome at Buc, near here, with perfect success.